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WAR RECORDS AND EXPERIENCES BEGINNING WITH WORLD WAR 2, OF THE BURNET AND NEFF KIN.

Compiled By Isabella Neff Burnet

CHARLOTTESVILLE, VIRGINIA

Privately Produced For The Author

1953

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WAR RECORDS AND EXPERIENCES BEGINNING WITH WORLD WAR 2. OF THE BURNET AND NEFF KIN.

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FOREWORD

The material in this record has been compiled during the past few years while the experiences were still fresh in the minds of all of you who served during World War II and since, in the hope that in this way each could know something of the services of the others, and that a record could be preserved for all members of the clan.

I wish to thank Dr. Hemphill and Dr. Rachal and the other members of the Virginia World War II History Commission for their kindly suggestions and criticisms of the original questionnaire sent out. I wish to express my appreciation of the patience and cooperation of all who are represented here in filling out the questionnaires and in checking their individual histories when completed.

The "Family Chart" was launched by Eleanor Lee of Cincinnati, Ohio and Bob Burnet of Florence, Alabama at the family reunion at the Afton House in September 1952, where some eighty members of the clan gathered, and the chart was whipped into its final shape by Richard Smith, also of Florence.

I regret that the records of one member of the clan had to be omitted, that of Robert Marshall Galbraith, Cincinnati, Ohio due to my inability to get the necessary data.

This little volume is dedicated to all of you who served honorably and with distinction in what ever place you were assigned.

Charlottesville, Virginia.

January 1953 Isabella Neff Burnet

Staats G. Burnet married Isabella Bromwell

Peter Rudolph Neff married Caroline Margaretta Burnet

Arthur Gouveneur Burnet married Alice Gray Neff

Hugh Gordon Burnet married Margaret H. Bryan
Margaret Gordon Burnet (Peggy) married Thomas Collin
Tom---Carol---Rickey---Narnie (Margaret)

Isabella Neff Burnet (Spinster)

Robert Gouveneur Burnet married Dorothy Ennis Smith
James Hazen Burnet married Mary Elizabeth Cosby
Robert---Hazen---Gilbert
Alice Burnet---Gordon Burnet---Edith Burnet (unmarried)

Gladys Burnet married Alpheus J. Chewning, Jr. (Totsy)
Alpheus J. Chewning III married Margaret Pettard
William Carroll Chewning married Edna Powers
Bill---John

Garland Burnet Chewning married Lucy Lee Sydnor
Stuart Barnet Chewning

William Burnet married Caroline Burnet Neff
Caroline Burnet married Harry Goodman
Margaret Currie Goodman married Jay Donal Brown
Carolyn Goodman married John Kelleher
John---Harry---Caroline---Betty
David Burnet married Agnes McClung West
William B. Burnet married Frances Martin
Ann (Daughter)
David Staats Burnet married Mary Jane McNaughton
Mary Ann (Daughter)
Thornton West Burnet married Mary Elizabeth Charlton
Staats Gouveneur Burnet married Mae Peterson
Gwen Burnet married Robert Hockelberg
Wendy (Daughter)
Josephine Neff Burnet married Landon Davies Walker
Landon D. Walker, Jr. married (Penny) Phyllida Hart Bien
Donny---Bertha Jo---Scott
Dorothy Burnet Walker married Allan Vestal
Josephine---Barbara
Josephine Walker married Rogers Magee
Rogers, Jr.---Billy---David---John
William Temple Walker married Elizabeth Lyon
David Walker married Sara Sutton
David, Jr.

Staats G. Burnet married Isabella Bromwell

Edith Burnett married Gerrett Hale Smith - Margaret M. Burnet (Spinster)
Richard Smith married Rebecca Witherspoon Mayes
Edith Burnet Smith (unmarried)
Marshall Smith married Helen Totten
Richard Anthony and Sarah Mayes

Harry G. Burnet married Eva Hadley
Staats Gordon Burnet married Elizabeth Mitchell
Robert Lawrence Burnet (unmarried)
Staats Gordon, Jr. (Burnet) married Kathine Rutland
Debby—Nancy
Ruth Burnet married Charles Eisenhoff
Charles—Robert

Julia Burnet married Clarence A. Turrell
Isabella Turrell married C. Dandridge Isom
C. Dandridge Isom, Jr. married Joyce _____
Joy—Danny—Isabella
Jane Stewart Isom married Ralph Towne
Candy—Jane

Thalia Turrell married Frank V. Perry
Julia Perry married L. O. Newsom
Kenneth—Raymond—Nancy
Grace Perry married William Pledger
Billy—Bob—Reed
Frank V. Perry, Jr. married Marylou _____
Shannath

Peter Rudolph Neff married Caroline Margaretta Burnet (Second marriage to Josephine Clark Burnet. They were half sisters. Josephine was the mother of Sue Galbreath)

Isabella Neff married Sidney Maxwell
Caroline Maxwell married Lewis Earle Lee

Isabella Lee married Edward Crawford Elsey
Ed—Lew—Betty—Carol—Eleanor
Nathaniel Maxwell married Mildred Shilito
Mildred S. Maxwell married Robert Peirce
Milly—Bobby
Stewart Maxwell married Elaine _____
Linda
Rudolph Neff Maxwell married Fannie Hills
Rudolph Neff Maxwell, Jr. married Barbara Davies Vienne
Marcella Maxwell—Irene Maxwell—Loraine Maxwell

1. Rudolph Neff Maxwell

2. Frank Perry

3. Robert W. Hockelberg

4. Irving Maxwell

5. Marshall Smith

6. William Bromwell Burnet II, Mrs. William Bromwell Burnet and Margaret Goodman Brown.

7. James Hazen Burnet and Bobby

8. Gordon King Burnet

9. Stuart Gordon Chewning

10. William Carroll Chewning

11. Thornton West Burnet and Mary Elizabeth Burnet

12. Robert and Charles Eisencoff

13. Ralph Towne

14. Robert Pierce

15. David Staats Burnet

16. Alpheus James Chewning III

17. Eleanor DeNyse Lee

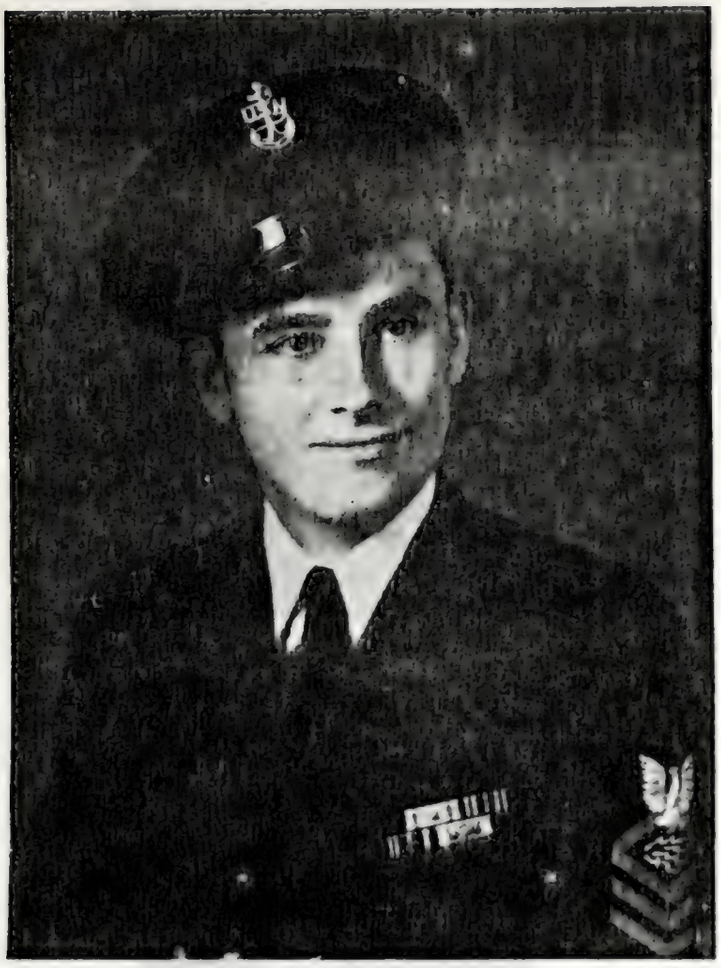
18. Thomas Leroy H illard Collin

19. Robert Lawrence Burnet

20. Allan D. Vestal

21. William Gilbert Pledger

22. Dorothy Walker Vestal.



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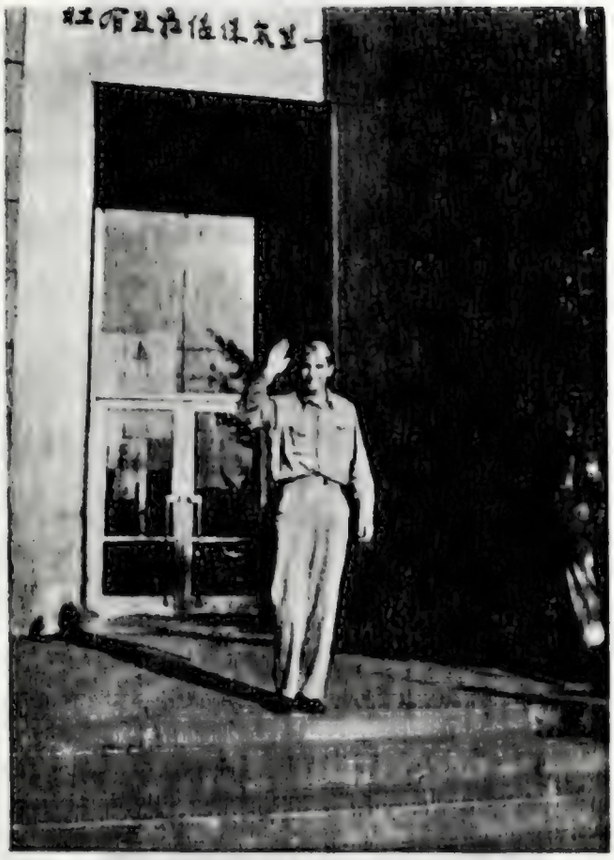

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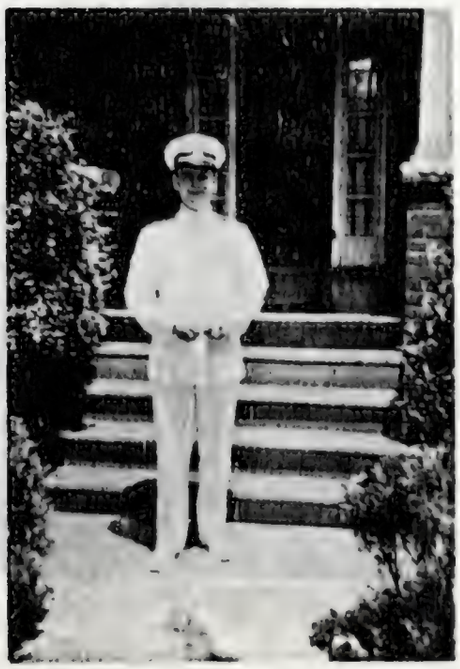

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War Service Record

Jay Donal Brown, 1227 South Taylor Street, Arlington, Virginia, born in Donora, Pennsylvania, 26 October, 1909, son of Walter Jay and Isabelle Culmer Brown, married Margaret Currie Goodman. Entered the service 30 January, 1942 at Pittsburg, Pennsylvania and separated from the service 15 March, 1946 at Indiantown Gap, Pennsylvania. Branch of service, Aviation Ordnance, 10th Air Force; trained at Advanced Officers Air Ordance School, Aberdeen Proving Ground; served in the American and Asiatic-Pacific theaters, rank of Captain. Received the American, Victory, and Asiatic-Pacific medals with battle star. Reserve status of Air force Reserve, Captain. Served at Orlando Air Force Base, Aberdeen Proving Ground, Maryland Wright-Patterson Air Force Base, Burma, India and China.

Margaret Goodman Brown, 1227 South Taylor Street, Arlington, Virginia, born in Cincinnati, Ohio, 12 March 1912, daughter of Henry Gaines and Caroline Burnet Goodman, married Jay Donal Brown. Entered the service 13 July 1942 at Philadelphia, Pennsylvania, presently on A/D. Served in the Womens Army Corps, U.S. Air Force, rank of Lt. Col. Trained in Personnel School, Perdue University, served in the American and Asiatic-Pacific Theater, then stationed in Washington. Received the American Theater, Asiatic-Pacific, Victory and WAAC medals. Now serving in France. Served at Ft. Des Moines, Iowa, Daytona Beach, Florida, Ft. Devons, Massachusetts, Ft. Sill, Oklahoma, Camp Roberts, California, Ft. Benning, Georgia, Rosecrans Field, Missouri, Cincinnati, Ohio, Grenier Field, Vermont, Kerochi, India and Washington, D. C.

David Staats Burnet, Fitzsimmons General Hospital, Denver, Colorado, born in Charlotte, North Carolina, 26 February 1921, son of David and Agnes McClung West Burnet, married Mary Jane McNaughton, has a daughter, Mary Jane. Entered

the service 9 August, 1943 at Richmond, Virginia. Graduated from the University of Virginia, School of Medicine and interned at Orange Memorial Hospital. Served as 2nd Lieut. Medical Administrative Corp, reserve, inactive approximate July 1942 to 9 August 1943. Pfc. 9 August, 1943 to 19 March 1946. ASTP, University of Virginia, Department of Medicine, 1st Lieut. Medical Corp, inactive 20 March 1946 to 16 August 1947. Internship at Orange Memorial Hospital, Orange, New Jersey, 17 August 1947 active duty, Medical Corp, one month in Texas and 387th Station Hospital, Stuttgart, Germany until 1949. Promoted to Captain, Medical Corp 20 August, 1948. Served at the hospital at Fort Monmouth, New Jersey and August 1950 transferred to Fitzsimmons General Hospital, Denver, Colorado. In Oct. 1950 transferred to Korea. Discharged in July, 1952, Rank of Major.

Gordon King Burnet, Bon Air, Virginia, born in Charlottesville, Virginia, 16 February 1925, son of Robert Gouverneur and Dorothy Smith Burnet. Entered the Army 2 May, 1944 at the Richmond, Virginia Induction Station and separated on 14 May, 1946 at Separation Center, Fort Meade, Maryland. Served in the Chemical Warfare Service, and Transportation Corps, served in the United States with temporary duty in India, France and England. Was with the 9710 Technical Service Unit, Guard and Security Detachment, Edgewood Arsenal, Maryland, as Private, and served in Transportation Corps as Corporal for four months. Received Good Conduct Medal. Eight weeks training at Fort Eustis, Virginia; 3 months 9710 Technical Service Unit, School Detachment clerical work; 15 months T.S.U. Guard and Security Detachment - toxic gas guard and security detail for transportation of toxic ammunition, two months Prisoner of War Guard transport duty Virginia to New York, France and Germany and return, 2 months clerical duty at Camp Kilmer, N. J.

James Hazen Burnet, 1211 Bellevue Avenue, Charlottesville, Virginia, born in Charlottesville, Virginia, 22 November 1917, son of Robert Gouverneur and Dorothy Smith Burnet, married Mary Elizabeth Cosby, daughter of John and Dora Cosby; children - Robert Cosby, Arthur Hazen, and Gilbert Neff. Entered the service, Richmond, Virginia, 28 July, 1944 and separated from the service at Bainbridge, Maryland, 28 February, 1946. Trained at the Naval Training School for Aerographers Mates, Lakewood, New Jersey, served in Navy with rank of Aer. M. 3/C. Was Instructor of Flight Preparatory, University of Virginia from February, 1943 to April 1943, Murray S.T.C., Murray, Kentucky, June and July, 1943, William Jewell College, Liberty, Mo., July 1943 to July, 1944; N.T.S., Camp Peary, five weeks; N.T.S. Aer. M., Lakewood, N. J. twelve weeks, N.A.S. Patuxent River, Maryland, twelve months, February 1945 to February 1946.

Mary Elizabeth Charlton Burnet, Route I, Vienna, Virginia, daughter of Frederick Rankin and Mary Fletcher Charlton, born in Indianapolis, Indiana, 10 April 1913, married Thornton West Burnet. Entered the service 9 June, 1945 in Washington, D. C. and separated from the service 15 October, 1946. Served in the Office of Stragetic Services in the Mediterranean Sector as a civilian. Was Administrative Assistant in Research and Analysis Branch (Economic and politic reporting - target analysis; some briefing of agents who were about to go behind the lines) of the Office of Stragetic Services. About a month's work in Algiers and about eleven months in Rome.

Thornton West Burnet, Route I, Vienna, Virginia, son of David and Agnes West Burnet, born in Cincinnati, Ohio 27 August 1917 , married Mary Elizabeth Charlton. Entered the service 4 August, 1942 at Fort Hayes, Ohio and separated from the service 2 February 1946 at Camp Atterbury, Indiana, served in Army Medical

Corps in the American and Pacific theaters, in the 219th General Hospital with the rank of Technical Sergeant. He was T/3 in charge of laboratory at Station Hospital, Ft. Lawton, Seattle, Washington from October 1942 to April 1943, - Sergeant Major, Station Hospital, Ft. Lawton, Washington from April 1943 to December 1944. Supply Sergeant 219th General Hospital, Hawaii from June 1945 to January 1946.

Robert Lawrence Burnet, 627 Paxton Road, Florence, Alabama, son of Starts Gordon and Elizabeth Mitchell Burnet, born Paducah, Kentucky, 11 September 1929. Entered the service 13 September 1946, in Birmingham, Alabama and separated from the service 12 August 1948 in Pensacola, Florida. Served in the U. S. Marine Corps and left with a status of inactive reserve. Served in the Pacific theater with Headquarters Company Service Command. Received the Victory Medal, rank of Corporal. Took "Boot" training at Parris Island, South Carolina, from there went to Camp Pendleton, California and then boarded ship 3 February 1947, (The General Joseph C. Brechinridge). Landed at Pearl Harbor 20 February, 1947, stationed at 6th Service, Depot, Camp Catlin and Maui Guard detail. Recalled to active duty 22 September, 1950 and reported to Camp LeJeune, North Carolina. Served with 2nd Ordnance Bn. and 2nd 155mm Gun Bn. Received the rank of Sergent and was released to inactive duty October 14, 1951.

William Bromwell Burnet, 1208 Hazel Street, Charlottesville, Virginia, son of David and Agnes West Burnet, born in Cincinnati, Ohio, 6 June 1914, married Frances Peronneau Martin, has daughter Ann Peronneau Burnet. Entered the service at Fort Sheridan, Illinois on 25 May 1944, separated from the service 12 February 1946 at Fort Meade, Maryland, served in the Transportation Corps. Trained at Local Government Administration, Belfast, Ireland. Served in the Rhineland & Central Europe, with the 27th Regulating Station. Received Good

Conduct medal. Inducted in Chicago, Illinois, trained at Camp Plauche, New Orleans, La. At the end of training period embarked for Europe,most of the time overseas was spent in France.

Alpheus James Chewning III, 6614 West Franklin Street, Richmond, Virginia, son of Alpheus James and Gladys Burnet Chewning, born in Richmond, Virginia, 11 November 1916, married Margaret Pittard. Entered the service 16 April, 1946 at Fort Bragg, North Carolina. Served in the Coast Artillery Corps, AA. Reserve status, Officers Reserve Corps - active reserve. Training, Air Training Course, Orlando, Florida, AA Staff course. Served in Panama and the Philipines, with the Eighth Army Headquarters, 32nd AA Command, Richmond, Va. Rank from 2nd Lt. to Lt. Colonel.

Stuart Gordon Chewning, Urbanna, Virginia, son of Alpheus James and Gladys Burnet Chewning, born November 5, 1921 in Richmond, Va. and left the service in January 1946, Greensboro, North Carolina. Served in the U. S. Army Air Forces, reserve status, E.R.C. P.F.C. Trained in the 709th Military Police Training School, served in American Theater with the Military Police as a private first class. I entered the service in Richmond then went to Camp Lee, Virginia. Shipped to Miami Beach, Florida for Basic Training, then shipped to Atlantic City Basic Training Center as an instructor in all forms of training , then selected by the Air Force Personnel Command to be in the new dream of organization thought up by the late President Roosevelt - known as Army Air Force Redistribution Station No. L.

William Carroll Chewning, 4304 Hanover Avenue, Richmond, Virginia, son of Alpheus James and Gladys Burnet Chewning, born April 25, 1920, Richmond, Virginia, married Edna Powers, two sons, William Carroll, Jr., and John Crawford. Entered the service October 1941, Norfolk, Virginia and left the service Jan-

uary16, 1946, Washington, D.C. Served in the Navy, reserve status, inactive. Trained in the Navy Bomb Disposal and design of explosive ordnance, served in North Africa, Solomons, and United States. Rank of Lieutenant. Attended U.S. Naval Academy for reserve course January to May 1942 - Bomb Disposal School and design of Bomb disposal tools and research to November 1942. To North Africa by air for special then secret Bomb Disposal job at CasaBlanca. After return to the United States left for Guadalcanal, Munda, Vella-Savella until sick with malaria - while there operated on B-d wool and booby trap removal with army 25th Division and Marine First Marine Raider Regiment. From 44 - 45 at Navy Bureau of Ordinance designing bomb fuzes and explosive systems for new guided missels (remote control) weapons.

Thomas Leroy Hillard Collin, Duty station: U.S. Naval Hospital, Philadelphia, Pennsylvania. Residence, 803 Naylor's Run Road, Havertown, Pennsylvania. Born at Sacred Heart, Minnesota, April 22, 1920, son of Henry and Hilda Collin. Married Margaret Gordon Durnet, daughter of Hugh Gordon and Margaret Bryan Durnet. Children, Thomas Durnet, Carol Gordon, Eric Stacts and Margaret Hamilton Collin. Entered the service on 3 July, 1948 at Washington, D. C. with the U.S. Navy. Served in the European theater with the Chaplain Corps, rank of Lieutenant. I entered the Navy in July 1948 at Washington, D.C., and was assigned for indoctrination training to the District Chaplain's office at New Orleans, La. On December 7, 1948, I reported aboard the aircraft carrier USS Wright (CVL-49), and remained aboard until 15 May, 1951. During that time our ship operated out of Pensecola, Florida, Quonset Point, Rhode Island, and with the Sixth Fleet in the Mediterranean. Since the 25 May 1951, I have been stationed at the U.S. Naval Hospital, Philadelphia, Pennsylvania.

Charles Eisencoff, Jr., 107 Anderson Street, New Smyrna Beach, Florida, son of Charles and Ruth Burnet Eisencoff, born 1927 at Daytona Beach, Florida. Entered the service January 3, 1945 at Jacksonville, Florida and left the service November 8, 1947, Treasure Island, San Francisco, California. Served in the U.S. Navy, reserve status, U.S.N.R. V-6. Trained, Basic Engineering, Gulfport, Mississippi, served Patrol duty on D.E.'s in Atlantic, Decommissioning of D.E.'s at Greencove Springs, Florida, converting a ship, Norfolk, Virginia, survey duty at Truk atoll, Caroline Islands, South Pacific. General duty, 16th Fleet and the U.S. Navy Coast and Geodetic Survey. Rank F 1/c (MOMM striker). Pacific Theater, Victory medal and American Theater ribbons. Entered training at Bainbridge, Maryland on January 5, 1945. Went to service school at Gulfport, Miss. from May to July 1945. Went aboard U.S.S. Carter DE-122 in July 1945 - served until it was dismantled in April 1946. In 16th fleet at Green Cove Springs until transferred to Norfolk, Virginia in July 1946. Served aboard U.S.S. Maury A.G.S 16 which was converted from AKA 36. Was sent from Maury to be discharged in October 1947.

Robert Ross Eisencoff, 107 Anderson Street, New Smyrna Beach, Florida, son of Charles and Ruth Burnet Eisencoff, born January 23, 1928, Zepher-hills, Florida. Entered the service May 4, 1945 at Jacksonville, Florida left the service March 19, 1948, San Francisco, California. Served in Navy in the Pacific on the U.S.S Tarawa (c.v. 40) task force 77. Medals, Pacific theater, Victory medal and American Theater, Fireman first class. Was in boot camp pre commissioning training, plank owner on U.S.S. Tarawa (C V 40) Commissioned December 8, 1945. Went through the Panama Canal to the West Coast. Went to Pearl Harbor, Guam, Saipan, Japan, Okinawa, China and back to San Francisco, where later I received my discharge.

Edward Crawford Elsey, M. D., R. R. #6, Box 67, Cincinnati 15, Ohio, son of the Rev. Ernest McCloud and Olive Inez Crawford Elsey, born May 30, 1907, Glen Campbell, Pennsylvania. Married Isabella Maxwell Lee, children, Edward Crawford, Lewis Earle Lee, Betty and Caroline Crawford Elsey. Entered the service June 8, 1942, Fort Knox, Kentucky, left the service in December, 1945. Served in the Medical Corps, trained for 2 weeks at Carlyle Barracks, and one and half years at Fort Knox, served in the European Theater with the 25th General Hospital, with ranks of Major, Lt. Colonel and Colonel.

Robert W. Hockelberg, Route 1, Venetia, Pennsylvania, son of William C. and Flora A. Hockelberg, born 20 June, 1917, Porter County, Indiana, married Gwendolyn E. Burnet, daughter, Wendy Burnet. Entered the service 12 February, 1943, Pittsburg, Pennsylvania, left the service 9 January, 1946, Chicago, Ill. Served with the Army Air Force, reserve status, 1st Lieut., Air Force Reserve. Trained at the University of Cincinnati, served in the China-Burma-India theater, with the 4th Combat Cargo Group, 15th Combat Cargo Squadron. Medals, Air Medal with 3 Bronze Oak Leaf Clusters, Distinguished Flying Cross with 1 Oak Leaf Cluster, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with 3 Battle Stars, Victory Medal, Rank, Air Force, 2nd Lt., 1st. Lt.
Training 2½ months Boot training at Miami Beach, Florida; four months CTD training at University of Cincinnati; 2 months Pre-Flight Training at Santa Ana, California; 2 months Primary Flight Training at Tucson, Arizona; 2 months Basic Flight training at Bakersfield, California; 2 months Advanced Flight Training at Pecos, Texas. Commissioned 2nd Lieut. with Twin Engine Pilot Rating. Ordered to Syracuse, New York to join 4th Combat Cargo Group as pilot in 15th Combat Cargo Squadron-C-47 Transition 4th CCG moved to Louisville, Ken. for 2 months Transition Training in C-46 Type Aircraft. Departed Ft. Wayne,

Indiana for overseas assignment by way of Puerto Rica, Brazil, Africa, Arabia, thence to India. Stationed in Assam Province of India for 4 months, as supply group furnishing supplies to British Army occupied in retaking Burma. Stationed 4 months at Chittagong, India flying supplies into Burma. After Rangoon was recaptured, moved to Mytkinyina, Burma and flew supplies across "Hump" into China until Japanese surrender. Returned to U. S. via S. S. Normacport through Mediterranean.

Charles Dandridge Isom, Jr., 2229 Chesterfield Avenue, Charlotte, North Carolina, born December 13, 1918 at Louisville, Kentucky, son of Charles Dandridge and Isabel Turrell Isom, married Joyce Mayo, children, Dorothy Rose and Charles Dandridge, III. Entered the service February 10, 1941, Lancaster, South Carolina and left the service January 6, 1946, at Fort Bliss, Texas. Served in the Coast Artillery Corps (Anti-aircraft). Reserved status, 1st. Lt. CA-Res. Trained in the Bomb Disposal School, Wagga Wagga, NSW, Australia. Theater of action, Asiatic-Pacific, with the 107th Ca Bn (AA) 101st AAA Bn Anti-aircraft School. Received Distinguished United Citation. Ranks, Pvt, Pfc, Cpl, 2nd Lt., 1st Lt.

In training at Camp Stewart, Georgia, as enlisted man from February 1941 to May 1942 Commissioned by Direct Appointment May 27, 1941. Served at Ft. Eustis Virginia, July-September 1941. On CarolinaManeuvers Oct-Dec. 1941. Back at Camp Stewart Dec.1941-Feb. 1942. Sailed for overseas service February 17, 1942. Served in Southwest Pacific area for three years. Service was in Australia, New Guinea. Participated in (and received campaign star for) East Indies, Papua, and New Guinea Campaigns under General MacArthur. Upon return to United States, served as Instructor in Anti-Aircraft Artillery School at Fort Bliss (El Paso) Texas until separation from active duty.

John A. Kelle her, Jr., 920 - 14th St., Pacific Grove, California, born September 24, 1915, Butte Montana, son of John A. and Fulton Grant Evans Kelle her. Married Carolyn Goodman, children, John A. III, Henry Grant, and Carol Kelle her. Entered the service May 15, 1944, New York City, left the service, March 18, 1946, San Diego, California. Served in the U.S. Marine Corps, trained in Firearms Instruction, served in the Pacific theater with the 1st Marine Division, 3rd Bn. Received the Expert Rifleman, Presidential Unit Citation, Purple Heart, and Victory Medal. Rank Corporal.
Trained at Parris Island; selected as rifle instructor; sent to Bonika Island (South Pacific) and there instructed Sea Bees in use of small arms. Embarked for Okinawa invasion as part of 1st Marine Division. Invaded Okinawa, 3rd waive - Easter Sunday. Served as rifleman and stretcher bearer throughout entire campaign. At conclusion of Pacific war, transferred to Provost Marshall's office sent to Tiensen, China. Handled criminal investigation dealing with Marine Corps during their occupation.

Eleanor Denyse Lee, 353 Thrall Avenue, Cincinnati, Ohio, born at Irontom, Ohio, April 5, 1912, daughter of Dr. Lewis Earle Lee and Caroline Neff Maxwell Lee. Entered the service March 1943 at Cincinnati, Ohio, separated from the service 2 April 1946, Ft. Custer, Michigan. Branch of service, WAC until 2 September, 1943, then WAC. AUS. Basic training in Daytona Beach Florida; officer candidate School, Des Moines, Iowa. Served in American Theater, rank of First Lieutenant, WAC, AUS. Recruiting Service, 6th Service Command; Percy Jones General and Convalescent Hospital, 6th Service Command. Received American Theater Ribbon, Victory Medal, WAAC Service Ribbon.
I was sworn into the WAAC on 5 March, 1943, in Cincinnati, Ohio, reported for duty on 22 March, 1943 at Daytona Beach Florida. Basic training lasted 4 weeks,

and after an additional 2 weeks of pre-OCS training, I was sent to Fort Des Moines, Iowa, for Officer Candidate School. After 6 weeks there, I became a third officer WAAC. I was then sent to Fort Oglethorpe, Georgia for additional training. On 2 September 1943 I was sworn into the WAC and rank was Second Lieutenant, WAC, AUS. This took place at Ft. Oglethorpe in an impressive outdoor ceremony when several thousand WAC officers were sworn in the WAC. My first assignment was to recruiting duty in the Sixth Service Command. I served a short time in Chicago and then to Milwaukee. After a brief assignment in Fort Sheridan, Illinois, I was assigned to Fort Custer, Michigan. I remained at Fort Custer from April of 1944 to January 1946 when I was separated from the service. My major assignments at Fort Custer were: Assistant Art Director in the Reproductions Department; Provost Marshall School, Officer in charge of the Art School, Percy Jones General and Convalescent Hospital; and Commanding Officer of the 56th WAC Hospital Company, Percy Jones General and Convalescent Hospital.

Edwin Hall Marks, 693 Hilldale Avenue, Berkeley 8, California, born in Wilmington, Delaware, July2, 1887, son of Lafayette Marks D.D. and Elizabeth Charlotte (Wavin) Marks, married Josephine C. Galbraith. Two sons, Edwin Hall Marks, Jr. and Willard Ainsworth Marks, by former marriage. Entered service in June 1905 at West Point, New York. Left service in July, 1947, in Berkeley, California, Regular Army Retired List, with rank of Brigadier General - previous service covered all grades from 2nd Lieutenant to Colonel. Served in Corps of Engineers. Trained at the United States Military Academy, Engineer School, U.S. Army; Army War College Command and General staff Schools. All service during World War II in the Continental United States -- various command and staff assignments. Received Distinguished Service Medal; Legion of Merit; Commander, Order of Orange Nassau (Netherlands).

May 1, 1941 - Command of Engineer Replacement Training Center and of Post of Fort Belvoir, Virginia; July 1, 1942 - June 10, 1944, duties expanded to include command of units and activities at Fort Belvoir (Engineering School, Officer Candidates, ERTC, tactical units). July 1, 1942 to October 20, 1943 President, Engineer Board. June 13, 1944 to March 15, 1946 Division Engineer, Southwest Division, Dallas, Texas and Engineer 8th Service Command.

Irving McCullough Maxwell, 4815 Ward St., Cincinnati 27, Ohio, born in Cincinnati, Ohio, June 3, 1924, son of Rudolph Neff Maxwell and Fannie Hills Maxwell. Entered the service February 1, 1943 in Cincinnati, Ohio and left the service at Camp Atterbury, Indiana, serving in the Medical Department. Trained at Enlisted Technicians' School, Letterman General Hospital, San Francisco, California; served in the Pacific and American Theaters in the Medical Detachment, 2nd Battl'n, 129 Infantry, 37th Division. Received Purple Heart, American Theater Ribbon, Asiatic-Pacific Theater with 2 Bronze stars, Philippine Liberation Ribbon with one bronze star, Good Conduct Ribbon, 2 Bronze Arrowhead for Bougainville and Luzon Campaigns, Victory Medal, World War II. Rank of Technician Fifth Grade.

Sworn in at Cincinnati, Ohio, processed across the Ohio River at Fort Thomas, Kentucky, received basic training at Camp Grant, Illinois; was then sent to Letterman General Hospital, San Francisco for two separate technician courses totaling about five months. From there I was given a twelve day furlough and reported back to Camp Grant for preliminary processing for overseas. A short time later I was sent to Camp Reynolds, Greenville, Pennsylvania. Next step was Camp Stoneman, Pittsburg, Cal. This was the port of embarkation. The Pacific islands in their order, were New Caledonia, Guadalcanal, Bougainville (Solomon Islands), Luzon (Philippines), Leyte (Philippines), Biak (Dutch East Indies). Back to Luzon was the last step before coming back to Camp

Anza, just outside of Los Angeles, California and then back to Camp Atterbury Indiana. Total length of service -- a few weeks short of three years. Service overseas - 21 months.

Rudolph Neff Maxwell, Jr., 73 Glover Apts., Orangeburg, S. C., born July 26, 1918, in Cincinnati, Ohio, son of Rudolph Neff Maxwell and Annie McCullough Hills Maxwell, married Barbara Gooch Vienna. Entered the service in September 1939, Cincinnati, Ohio, and left the service in November, 1945, at St. Louis, Mo. Served in U. S. N. (R) as Chief Radioman, in the European Theater, (Mediterranean), North Atlantic, South Pacific, Philippine Area (Asiatic-Pacific). Received the Victory Medal, Good Conduct Medal, Philippine Liberation Medal with 2 stars, 3rd - 5th Fleet Bar, American Defense Medal (with star), Asiatic-Pacific (9 stars), European-African-Middle East Bar. Rank of Chief Petty Officer (Radioman.)

Was in organized U.S.N.R. up to March 30th, 1941. After boot training at Norfolk, Virginia, went aboard U.S.S. Kilauea at Mobile, Alabama for duty in Mediterranean, North Atlantic and West Indies. October 7th, 1942 was transferred to USS Independence as part of commissioning crew, under Commander Air Atlantic. In February 1943 Independence reported to Pearl Harbor for Pacific Campaign. After torpedoing at Tarawa I was transferred to staff of Admiral Radford aboard USS Saratoga, then to flag of Admiral Ginder aboard USS Yorktown. Stayed with this flag when it was transferred to USS Wasp, then to USS Franklin, then to special duty aboard USS Enterprise under Admiral Marc Mitscher. In January 1945 was transferred to Commander Fleet Air at Seattle up to discharge.

Frank Vinton Perry III, 2220 Riverside Avenue, Jacksonville, Florida, born May 8, 1923, Mt. Holly, North Carolina, son of Thalia Turrell and Frank Vinton Perry II, married Marilou Harms, daughter, Shanneh Lee. Entered the service in February 1943 at Camp Blanding, Florida, regular 1950. Served in the Air Force, Pilot Training, Air Tactical School, Tyndall Field, Florida, Management Instructor's School, Air University, Tokyo, Japan. Served in Japan during the period of occupation. Was in Headquarters Squadron, 5th Air Force. Received Commendation Ribbon, American Theater of Operations, World War II Victory Medal, Army of Occupation, Japan. Stationed at Maxwell Field, Montgomery, Alabama since October 15, 1951. Rank of Captain since March, 1951.

Robert Knight Peirce, CAVU , Garden Street, Topsfield, Massachusetts, born September 1, 1917, Topsfield, Mass., son of Thomas Wentworth Peirce and Gabrielle Manigualt Dexter, married Mildred Shillito Maxwell and have children, Mildred Shillito and Robert. Entered the service on 17 September 1942 at Boston, Mass. and left the service on 6 December 1945 at Maxwell Field, Alabama. Served in the Army Air Force - Eastern Flying Training Command, present status 2nd Lieutenant, Active Air Force Reserve. Had Aviation Cadet Training, served in Army Air Force - Eastern Flying Training Command. Back Private AAF Enlisted Reserve Corps while undergoing Civilian Pilot Training administered by Civil Aeronautics Administration. Aviation Student while under-going War Training Service administered by Civil Aeronautics Administration in conjunction with Army Air Forces, then Aviation Cadet; Flight Officer; 2nd Lieutenant.

William Gilbert Pledger, 106 Cousenaru Road, Jerrington, Florida, son of Edgar Alonzo and Dru Gammill Pledger, married Grace Perry, sons William G., Jr Robert P. and Reed G. Pledger. Entered the service 10 September 1941 at the U.S. Naval Academy, Annapolis, Maryland. Served in the U.S. Navy, Lieutenant (Junior Grade), U.S.N. Trained at the U.S. Naval Academy 1941-1944; Navy Flight Training 1945-1946, Corpus Christi, Texas, 1946-1947 Pens cola and Jacksonville, Florida; 1947 to 1949 Observation Squadron One, San Diego, Calif. Temporary additional duty aboard the USS Springfield, USS St. Paul, USS Helena. 1949-1950 Helicopter Squadron One, Naval Auxiliary Station, Miramar, Calif. May to December 1950 Korean Area aboard USS Valley Forge. 1951 to present date, Helicopter Training Unit One, Pensacola Florida, Helicopter Flight Instructor. Received the American Defense, Asiatic-Pacific Theater (5 stars), Victory Ribbon, Philippine Liberation with 2 stars, Japanese Occupation, and China Service Ribbon. Ensign; Lieutenant (J.G.).

Entered service at U.S. Naval Academy on September 10, 1941 and was graduated with a B.S. degree and a commission as Ensign, USN, 9 Aug. 1944. Reported aboard USS West Virginia (BB-48). After end of Pacific campaigns: Phillipine occupation (Leyte Gulf-Battle of Surigao Straits-Lyngyen Gulf), invasion of Iwo Jima, Invasion of Okinawa, and occupation of Japan, returned to States at end of 1945 to take flight training at Corpus Christi, Texas, Pensacola, and Jacksonville, Florida.

Lonnie O. Newsom, Jr,, 4742 Cambridge Road, Jacksonville, Florida, born 8 Jan. 1918, Jacksonville, Florida, son of Mr. and Mrs. Lonnie O. Newsom, married Julia Perry, children, Kenneth L. Raymond P. and Nancy Jo Newsom. Entered the Navy 29 December 1944, N.A.S. Jacksonville, Florida and separated from the service on 21 March 1946 at N.A.S. Jacksonville. Trained at the NANTU, Quonset Point, R.I. Served at NAS San Diego, California with the AMTC, rank S/1st Cl. Served the entire time as instructor of air navigation.

Marshall Smith, 506 South Pine Street, Florence, Alabama, born in Nashville, Tennessee, March 4, 1918, son of Richard Smith and Rebecca Hayes; married Helen Randolph Totten and have two children - Richard Anthony and Sarah Hayes. Entered the service on March 6, 1941 at Auburn, Alabama and left the service on February 17, 1946 in New York, N.Y. Served in the Marine Corps in the South Pacific and Central Pacific theaters with the 11th Marines, 1st Marine Division, with the rank of Major. Reserve status, Class III (b) inactive. Received a citation for service on Peleliu Island.
Was in Officers Candidate Class, November 1941, Officer Reserve Class, January 1942; Artillery School, April 1942. Joined the 1st Marine Division April 1942. Overseas June 1942 to October 1944. Artillery School Instructor to December 1945.

Ralph W. Towne, 11th Photo Squadron, March Air Force Base, Riverside, California born 16 May 1918, Portland, Oregon, son of Ernest and Christine Towne, married Jane Isom, daughter Candace E. Towne. Entered the service 1 November 1941 at Oxnard, Calif. and am serving in the Air Force. Attended Air Operations School, Air Tactical School. Served in the South Pacific Theater and Alaskan theater in the 38th Bomb Group, 46th Bomb Group, 67th Recon. Group (Present), rank of Captain. Received the Asiatic-Pacific ribbon with 4 stars, Distinguished Flying Cross and Air Medal. Received my regular army commission in Sep. 1947. Applied for Aviation cadet training in May 1941. Was called for training November 1, 1941. Graduated from flying school at Williams Field, Oregon on 21 May, 1942. Joined the 38th Bomb Group at Patterson Field, Ohio and left the U.S. in the first B-25 Group to fly the Pacific on the 31st July, 1942. Fought in B-25 strafer planes from Australia thru New Guinea. Returned to the States on March 1944. Instructed in A-20's at Charlotte, North Carolina, then transferred to Grand Falls, Montana. Flew P-38's and A-20's to Alaska - then transferred to Long Beach, California and then to March Air Force Base, Cal

Allen D. Vestal, 328 - 4th Ave., Iowa City, Iowa; born 26 November 1920, in Indianapolis, Indiana, son of Lena Dalker and Allen P. Vestal; married Dorothy Burnet Walker, daughters, Josephine Burnet and Barbara . Entered the service 16 June, 1943 at Parris Island, S.C. and left the service 9 April 1946 at Philadelphia, Penn. Served in the US MC, have reserve status of 1st Lieutenant, US MCR. Attended N.T.S. Harvard (Communications); The Infantry School (Communications), Fort Benning, Georgia O.C.S., Quantico, Virginia. Served in the Pacific theater with the Marine Detachment, USS Bibb. Received the Pacific theater with 1 star. Discharged as 1st Lieutenant.
Was commissioned October 1943; stationed continental U.S. until February 1945,

when the Bibb sailed from Charleston, S.C. Went through the Panama Canal and out to the Pacific. Engaged in the invasion of Okinawa. Returned to the U.S. through Seattle at the end of 1945. Stationed at the Navy Yard, Philadelphia for several months and was discharged from active duty at that station.

Dorothy Burnet Walker Vestal, 328 - 4th Ave., Iowa City, Iowa; born in Charlotte North Carolina, February 24, 1919, daughter of Josephine Neff Burnet and Dr. Landon Davies Walker, married Allen Walker Vestal, April 27, 1946, daughters Josephine Burnet and Barbara . Entered the service July 3, 1943 at Northampton, Mass. and left the service on March 22, 1946 in Charleston, South Carolina. Served in the U.S. Navy - Waves, reserve status Lt. (JG) SC (N) USNR Trained at Midshipmen School, Northampton, Mass., Supply Corps School, Harvard School of Business Administration. Served in the Navy Supply Corps, received the Victory and American Theater Ribbons. Was in Midshipmen School at Smith and Mt. Holyoke; commissioned 24 August, 1943; temporary duty Naval Supply Depot, Bayonne, N.J., September 1943; Supply Corps School, Cambridge, Massachussetts, October 1943-January 1944; Stationed Charleston Navy Yard, Supply Department, January 1944 to March 1946; temporary duty at Naval Hospital, Ashville, N. C. 1945.

David Staats Walker, Dilworth Building, Charlotte, North Carolina, born Oct. 8, 1925, Charlotte, North Carolina, son of Josephine Burnet Walker and Dr. Landon Davies Walker, married Sara Claire Sutton, son, David Staats Walker, Jr. Entered the service November 23, 1943, at Miami, Florida and left the service May 5, 1945 at Chicago, Illinois, served in the Army Air Force, had cadet training. Served in the American Theater, Texas, Wisconsin and Florida. Volunteered for the Army Air Force while still in high school. Went to Miami, Florida for basic training, then to college at the University of Florida for 5 months.

Preflight training at San Antonio, Texas where I was chosen for Bombardeering training which I took at Childress, Texas. Here I suffered from a back injury and was on limited duty till my discharge.

<u>Landon Davies Walker, Jr.</u>, 1229 - 11th Street, N.W., Hickory, N.C., born in Unionville, Virginia, July 2, 1916, son of Landon Davies Walker, M.D. and Josephine Burnet Walker, married Phillida Bian and have three children, Landon Burnet, Berta Jo, and Van Scott Walker. Entered the service August 28, 1941 at Norfolk, Virginia and left the service October 2, 1945 at Norfolk, Virginia. Served in the Navy in the South Pacific on the U.S.S. Hornet, U.S.S. Saratoga, U.S.N.A.B.P.D., San Bruno, California, - Rate - Musician 1st class.

<u>William Temple Walker</u>, 720 Penn Avenue, Apt. 6, Atlanta, Georgia, born May 23, 1924, son of Landon Davies Walker, M.D. and Josephine Burnet Walker, married Elizabeth Lyon. Entered the service on January 23, 1943 at Fort Bragg, North Carolina, and left the service on January 31, 1946 at Camp Gordon, Georgia. Served in the Army, Field Artillery, Pacific Theater. Was in Hq Btry 316th F.A. Btn, 81st Division. Received the Phillipine Liberation Ribbon, rank of T - 5. After basic training in Arkansas, I went to Arizona and California for additional training; and even after I got to Hawaii I received more training. I saw action in the Palau Islands, then went to New Caledonia for a rest. From there I went to Leyte in the Phillipines, and finished up with occupation duty in northern Japan.

MOST INTERESTING EXPERIENCE

Jay Donal Brown, Being Convoy Officer going over the Lido Road.

Margaret G. Brown, Having an active interest in getting the 80th Congress to enact the Women's Armed Services Integration Act, Public Law 625, Title III of said law providing for the complete integration of women into the permanent structure of the United States Air Force.

Gordon K. Burnet, Guard & Security Detachment--temporary duty- 1 trip via freight train to Edgemont, S.D. & return via pullman, 1 trip via plane and pullman to Alliance, Neb. to N.Y. Port via freight loading at Chrimont Terminal, Jersey City via Liberty Boat to Calcutta thru Med. and home by deisel ship, 1 trip to Scalsport, Maine (via air) to Huntsville Arsenal, Alabama , to New York (Staten Island) Port via freight to Borrz, Wales by motor vessel (10 day visit in England), home via Liberty ship- 3 day trip down Chesapeake Bay and off Virginia Capes to dump defective ammunition--1 trip in P.W.'s work to N.Y. by coach, to Le Havre (troop Victory), via "40 & 8" to Marburg, Germany via Saarbracken, Maintz, Frankford & Geissen and return thru Metz, France. Le Havre and Metz were the worst shot up cities that I saw-- home via Coast Guard Transport.

James H. Burnet, Getting discharged.

Robert L. Burnet, I don't know off hand any particular incident that is outstanding. I guess just seeing the sights around interested me most.

Stuart G. Chewning, The time I dropped a rifle on a French Generals' foot. I was a member of his honor guard when he inspected the post in New Jersey. The American Officers have a snappy way of taking the rifle from the men but the French have a different way and I realized it too late after the butt of

my rifle landed on the General's foot. My sense of humor almost got the best of me.

I was thankful to have the chance to serve my country but felt that I didn't do much but did let a Wac go into active service and I stayed home.

William C. Chewning, Was digging up bomb on Henderson Field and about to remove fuse when looked up and saw somebody looking down hole from 15' above me. I yelled "Get the hell away from here you dumb fool, do you want to get blown up !" Instead of being angry, Adm. Halsey gave me a commendation!

Thomas L.H. Collin: One of my collateral duties aboard ship was that of tour officer. When we visited the port of Beirut, Lebanon, it was possible to arrange tours, to Damascus, Syria, and other points of interest. The contacts made with natives and the visit to that area of the Mediterranean has proved to be my most interesting experience.

Charles Eisencoff, Jr., My most interesting experience was aboard the U.S.S. Maury. We went to Truk Atol, the big Jap naval base in the South Pacific. The Maury was a survey ship, sent to chart the islands. My duties were on a small boat eng. of a S.C.V.P. I saw most of Truk, the people, the wrecked Jap base, and the sunken remains of their fleet as well as many other strange and interesting things.

In way of a comment I can say I don't regret my service in the Navy.

It has given me the chance of a life time to go to school, to have traveled and see the world. To know what I want to do and though I intend to remain a civilian I still owe a lot to the service.

Notes by his mother, Ruth Eisencoff:

The boys went so many interesting places and saw so many interesting things,

I suppose it is hard for them to choose as to their most interesting experience. I was in hopes they would tell some of their adventures they told us. I'll write them down and you can use them along with what the boys have given or not use them, just as you see fit.

In the first place, it is sometimes difficult to decipher Charles handwriting - (he was first on patrol duty in the Atlantic on the U.S.S. Carter, a D.E. Then in Green Cove Springs, Fla. on decommissioning service - "putting away" both the Carter and the Trumpeter, another D.E. From there he was transferred to Norfolk and to the U.S.S. Maury which was converted from a Cargo ship into a Survey ship A.G.S. - 16 (Auxiliary Geodetic Survey). From Norfolk they went to the Pacific Coast and thence to Truk Atol in the Caroline Islands. This had been a large Jap Naval Base but was almost completely destroyed by our Bombers, and the wreckage of part of the Jap fleet still remained, of which Charles spoke.)

I would have said his most interesting experience was the adventure in a storm when he and 24 others were given up for lost. They had gone out as usual in one of the small launches to do survey work on one of the islands and had lingered too long to try to finish up work on that island. The ship was some miles and several islands away and when they were half way there in the small boat, heavy with men and equipment, the storm struck full force. They took "green water" from bow to stern and twice nearly turned turtle. It was getting dark and through the storm and the gathering dusk they sighted a small island, but the sharp coral reefs prevented their landing. One of the boys had learned the native signal call and sent it ringing loudly across the stormy water. Immediately the natives lit torches in an effort to guide them in, but they still could not see their way, and finally one of the natives (all of whom are excellent swimmers) swam out through the stormy waters and guided them in to

safety. The natives gave them dry clothes and warm food and that night they slept in the school teachers home. The next day the storm was gone and another small boat came by hoping for some sign of the lost boat and were overjoyed to find them all safe - their Captain all but kissed them. When Charles told us th adventure, I thought surely God had answered my constant prayer for his safety. P.S. Charles has the same medals and so on as Bob, but since they all had them he didn't think it worth mentioning.

Robert R. Eisencoff, My visit to China and the Orient. I saw the world through a porthole in the Navy. I am now attending the David Rankin Trade School in St. Louis, Mo., under the G.I. bill of Rights.

Notes by his mother, Ruth Eisencoff:

As Bob says - his most interesting experience was his visit to China and the Orient, Shanghai and Isington (spelling doubtful), Tokio, Japan. One of his adventures he told us of, happened in Shanghai. It seems he had wandered rather far afield, not noticing how much time and space had passed by in viewing all the fascinating sights and sounds. He suddenly discovered it was nearly time for him to be due on his ship--to make matters worse he was broke (as sailors usually seem to be). No money for the rickshaw man. He finally boarded a rickshaw any way. Much better to have the wrath of the rickshaw man than his commanding officer on being late aboard ship. His rickshaw man unloded him at the dock where many other rickshaws were lined up. When it was discovered he had no money for fare, he was surrounded by a ring of gesturing yelling coolies -- things looked grim -- finally one of them pointed to the breast pocket of his jumper. From his pocket protruded a pair of black socks. It seems black socks were "regulation" uniform when they left the ship, but Bob, being a "salty" sailor wanted to wear white socks-so he wore black socks over white ones and removed the black socks when ashore. He handed over his black socks

to the rickshaw driver who accepted them with thanks, chattering to his comrades who dispersed with smiles of apology. And Bob went safely aboard the Tarawa, white socks and all - he told of several other adventures, which had I known about at the time I am afraid my hair would have been several shades grayer.

Robert W. Hockelberg, Returned from mission into Burma and arrived at home field late at night during cloudburst with 30 minutes gas left. Windshield wipers on plane were inoperative so couldn't see clearly enough to land. Made two attempt but had to add power and gain altitude for fear of crashing. On third attempt, with 3 other crewmen about to give up 15 minutes gas left decided to "do or else" so made a long approach at a slow rate of descent and trusted to luck that we wouldn't hit too hard. We didn't. Interesting experiences are hard to describe. The above was picked at random, I hope it fills your request.

John A Kelleher, Jr., Met and talked to Ernie Pyle on shipboard prior to landing at Okinawa. And again the day before he went to Je Shime when he voiced doubts as to his return to Jack personally. Ernie Pyle was killed later that same day.

Eleanor D. Lee, The assignment that I enjoyed the most was the one in which I had charge of the Art School at Percy Jones Convalescent Hospital. When the Provost Marshall School left Ft. Custer for Texas, I was left the building that formerly housed the Reproductions Department. It was to be used for an Art School for the Convalescent Hospital. Very little equipment was left over from the Reproductions Department. Everything had to be scrounged or procured, somehow. That was fun. I had a jeep, and a staff of six to twelve enlisted men. Classes were given in Commercial Art, Fine Art, Lettering, Multilith, Silk Screening, and Printing. Convalescent GI's who were in the last stages of

of recovery from arm and leg injuries, or from shock, came to the School. There were approximately 25 schools from which the GI's could choose. The American women chose different ways to do their share during World War II. I chose the Women's Army. I wanted to work with people from all walks of life, in a common cause. This I did. The women who joined the WAC had the type of courage needed to promise to do a job about which very little is known in advance. The WAC's were ready to do any type of work, in any place or country in the world. It seemed that the easy jobs or the jobs requiring a minimum of time and effort, were the hardest ones to do. Waiting around was also hard for the WAC's. They wanted hard jobs requiring long hours in order to feel that they were really putting their shoulders to the wheel. Many of them had good reasons for filling their day full of work, so that they could forget.

Edwin H. Marks, It may be of interest that my two sons were in the Army. Edwin H. Marks, Jr. U.S.M.A. 1942. In Italy with 351st Inf. 88 Div. Twice wounded but returned to combat both times after hospitalization. Combat Infantryman's Badge; Bronze Star Medal; Silver Star Medals, Purple Heart with cluster; Combat promotion to Major. Served in all grades 2nd Lt. to Major. Is still in Army. Willard A. Marks U.S.M.A. 1944. Served in France with 242 Infantry 42nd Division for a few weeks. Wounded in action at Gambsheim, Alsace-Lorraine. Hospitalized to U.S. and was retired from Army Jan. 1948 as result of wound. Combat Infantryman's Badge, Bronze Star Medal Purple Heart. Josephine G. Marks (daughter of Earl McCrea Galbraith and Susan Neff Galbraith) was at the station of her husband, was active in ladies work at those stations. At Ft. Belvoir she founded the Fort Belvoir Auxiliary of the Fairfax County chapter of the American Red Cross.

Rudolph N. Maxwell, Jr., The first battle of Philipine Sea, when the combined Pacific fleet intercepted the planes from Japanese carriers and shot down over 500. (This battle is called the "Mariannas Turkey shoot".) Later our forces pursued the fleeing Japs and sank a number of ships. Over a thousand American planes participated, accounting for most of the Jap planes shot down. This action lasted for two days, and never a dull moment. Our forces suffered only minor casualties.

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Robert K. Peirce, Copiloting a B-17 from Tyndall Field, Panama City, Florida non-stop to Syracuse Army Air Base, Syracuse, New York in six hours flat. The flight took place in the middle of June 1945. I had been in Florida since February, and it was definitely warm by June. Not warm, but just about as uncomfortably hot as any climate can be. The temperature at Syracuse was in the high 60s or in other words just as comfortable as it could be. The contrast of that hot sultry tropical air in Florida and the cool crisp continental air in New York State was very enjoyable while in Syracuse.

My War Service doesn't really start until September 1942 - but for two years prior I was employed as a photogra hic technician in the Thomson Laboratory of the General Electric Co's "River Works" plant at Lynn, Massachusetts.

In August '42 it became apparent that my industrial deferment from the draft was to be discontinued and to use the colloquial expression of the time the "draft was catching up with me." So rather than become a buck private in Uncle Sam's Infantry, which I had no great yearning to do, I thought that going into the American Field Service, which my uncle had done in World War One, would be a lot more to the point. Incidentally in the spring of this same year I had applied for aviation cadet training as a photographer and had been turned down. There was no question in my mind that I could not pass the physical examinatio

required for aviation pilot cadet training. But along with considering the American Field Service there was the possibility of becoming a trainee under a civilian pilot training program, under the administration of the Civil Aeronautics Administration, which was being conducted to fill a need at that time for non-combat pilots. It was quickly determined that although I could not pass the rigid physical requirements for AAF cadet pilot training I could pass the less rigid requirements of the CAA. And so I never got in the American Field Service.

I assure you that if I had, you would not now be reading this, because I never would have met the girl that I am now married to.

There has been a lot of water flowing over the dam since September 17, 1942 when I signed on the dotted line as a private on inactive duty in the Enlisted Reserve Corps of the Army Air Forces for the purpose of taking training under the Civil Aeronautic Administration's Civilian Pilot Training program.

I soloed a Piper Cub for the first time in November '42 at the Concord, New Hampshire Municipal Airport. After 35 hours of Cub time I graduated to a bi-wing open cockpit Waco trainer in which I enjoyed another 35 hours of equal dual and solo time. But the most harrowing experience was when my instructor performed the first inverted flight maneuver. This was in the Waco. I had neglected to lock my seat in the down position of the track on which it could be slide up for better vision while taxiing on the ground. As my instructor rolled the plane over on its back, in a well executed half roll, I started dropping out of the plane. But only six inches. That was as far as the seat would go on its vertical track. It is probably that experience that has been responsible for the fact that although I have always worn a parachute when performing acrobatics, I can never be completely at ease doing inverted flight maneuvers in an open cockpit airplane.

From Wacos, I went to the Rochester, New York Municipal Airport for a Cross Country Course in Stinson Voyagers. Before I completed this the AAF

decided I should be on active duty doing this training rather than inactive duty. Well I was already in so all they had to do was say the word and off I went to Basic Training Center Number Ten at Greensboro, North Carolina - but not without a week at Fort Devans, Mass.

I was required to have five weeks of basic training before I could qualify as a true buck private in the AAF. Incidentally at this point a year has past - so you've only got three to go.

From BTC #10 to Glens Falls Municipal Airport at Glens Falls, New York. I think I can say with all due respect to the rest of my military career that this two months in Glens Falls was the best of the bunch. Incidentally I got engaged while there.

I enjoyed my training flights in Stinson Reliant five passenger monoplanes up over Lake Champlain to Montreal, across the Adirondack Mountains to Lake Ontario, down the Hudson River to Albany and West Point, but never once did I get a chance to fly anywhere near Boston, as the Active Air Defense Zone lay along the Atlantic Coast from Florida to Maine only the most essential military flying could take place within it. It extended some 200 miles inland.

Next stop over Christmas 1943 was Endicott Municipal Airport near Binghampton, N.Y. There I successfully completed half of the Link Trainer Instrument Course. We won't mention the unofficial train trip I took to Cincinnati over the Christmas week-end on a fifty hour pass which said Binghampton, N.Y. only. But on January 17, 1944 it was announced that the Civil Aeronautics Administration pilot training program had very suddenly and very abruptly come to an end. There was no more need for non-combat pilots. The Air Transport Command, then known as the Ferry Command, was amply supplied and a curtailment in aviation cadets was seen and therefore our possible training as instructors for army cadets was no longer needed. In short we were out but definitely. We were all sent back to Greensboro, North Carolina for reassignment. Well

lucky day ! In the course of a year and a half I had become able to pass an aviation cadet physical examination. No doubt due to the rigorous training under the CAA. What's more I found that with the help of my buddies I could rea the 20-20 line with a maximum of ease. Well to make a long story short I left Greensboro as an aviation cadet en route to Maxwell Field, Alabama for Pre-Flight Training. But I had a two weeks delay en route and you all know what happened during that time, but in case you don't, that's the reason why you are having to take the trouble to read this all now. In otherwords on March first 1944 Miss Mildred Shillito Maxwell became Mrs. Me at the First Covenant Presbyterian Church in Cincinnati with reception following at 2960 Erie Avenue.

Well I passed through the gateway to the south on my way to Maxwell Field, Montgomery, Alabama while my newly acquired wife went on her way to Boston, Mass to finish her college career at Erskine School where I had originally met her in June '43. Incidentally little Milly was not born until May '46.

I passed through a rpaid succession of two month training phases beginning at Maxwell Field, then Primary at Lakeland, Florida, Basic at Courtland Army Air Field, Alabama and also at Greenwood Army Air Field, Mississippi, and finally Advanced at Columbus Army Air Field, Mississippe. I graduated as a Flight Officer February first 1945. After a short leave, during which my wife and I visited my home in Topsfield, Mass., for the first time in fifteen months, I began a five week course at Tyndall Field, Panama City, Florida as B-24 Co-Pilot, I was assured of being overseas with a B-24 crew by June '45. On August 15, 1945 I was finally transferred to Maxwell Field, Alabama for B-29 Co-Pilot training. Being assigned to Maxwell Field as an officer was a vast difference to when I was there before as an aviation cadet for pre-flight indoctrination.

While I was at Maxwell, I had a number of rides in a B-29 Super Fortress as Co-Pilot and actually was allowed to bring her in for a landing a number of times without my instructor-pilot on the controls. Landing a B-29 is a far cry from landing a Piper Cub, but I have in my pilot's log book everything from

65 to 8800 horsepower. This story ends on November 8th, 1945 when I was seperat at Maxwell, or rather on December 6th when the end of my terminal leave found me home again at Topsfield, Mass.

It might be interesting to know that before I started Pre-Flight at Maxwell, in March 1944, I possessed a valid CAA Commercial Pilot License and that now I am rounding out my 1000th hour of flying. I now have attached to my Commercial Pilot license a Flight Instructor Rating; and Instrument Rating; a Single and Multi Engine Land and Single Engine Sea Rating. I am a 2nd Lieutenant in the Active Air Reserve. I put in 100 hours during the summer of 1947 instructing fishermen at a seaplane base in Glouster harbor, Mass. And as you all know we own a Republic Seabee Amphibian which now has over 100 hours on it, some 200 landings on land and half as many on both salt and fresh water.

To top it off, I am now engaged in the investment brokerage field.

Frank V. Perry III, I am enclosing what little information I have to offer and a snapshot that was made on the steps of the DaiIchi Building of General MacArthur's Headquarters in Tokyo. I admit the pose is rather informal, but for expediencies sake I believe you had rather have that than my delaying any longer. Marilou and I are enjoying our stay in Japan, but the novelty is beginning to wear off and the sights have all been seen from Mt. Fujiyama to the pearl divers at Mikimoto's Pearl Farm. We miss the good ole U.S. and find that nothing can replace it. The job over here is a big one and the Japanese people are a long way from being educated in democratic ways. The improvements have been great, but the general educational level of the people from the beginning was very low and after having lived under the system of government which they have had for so many centuries we can't expect improvement overnight.

We are planning a trip to Shanghai, but as you can imagine we will probably have to cancel that for the time being. We still have hopes of going to Manila and possibly to Guam before returning to the States.

William G. Pledger, My most interesting experience was while I was aboard the USS West Virginia. We were among the first group of ships to enter Tokyo Bay. The destruction caused by our planes and ships was in evidence everywhere. We were later permitted to go ashore. The attitude of the Japanese was very surprising considering our position. It seemed that we were accepted more as visitors than an occupying force.

Marshall Smith, Coming home.

Ralph W. Towne, Flying the Pacific with the first group of B-25's to fly over the Pacific. Participating in low level flight at the Bismark Sea battle in New Guinea. Landing in the U.S.A. (the best) Meeting my wife in Charlotte, N.C.

Dorothy B. Walker Vestal, My service experience was, comparably speaking, lacking in excitement; but every day of it was interesting. In February 1945, the Charleston Wave Officer quarters where I lived had a party for the officers of the Bibb-- a ship being fitted out by the Supply Department. One very nice Marine attended-- and there began an interesting series of events. A little more than a year later we were married.

David S. Walker, I enjoyed my furlough the most. The only time I was home and it was certainly good to see the folks and my girl.

Landon D. Walker, HISTORY OF SERVICE: Entered Navy at Norfolk Aug. 28, played with base bands for drills and concerts until Aircraft Carrier Hornet was commissioned Oct.20, 1941. Hornet moved to Portsmouth Navy yard for outfitting and arming. Remained until Dec.25. (During this month visited sister at Mary Washington College and met her roommate, Phyllida.) Hornet sent to Gulf of Mexico for thirty day shakedown cruise. Returned to Norfolk Jan. 30 (Phyllida practice teaching in Alexandria, so made several long trips to see her.) Left Norfolk

about March 1st through Panama Canal to Alameda, Calif. Picked up Doolittle, army bombers and aviators for Tokyo Raid. Launched Attack Force after being spotted 800 miles from Tokyo. (Originally planned to take Hornet within 400 miles of Tokyo so pilots knew chances of reaching bases in China after attack were hopeless.) Returned to Pearl Harbor where ruins were still plainly in evidence. Started to Coral Sea battle but were too late so went instead to Midway engagement. Only Hornet casualties caused by member Yorktown fighter squadron who crash landed and accidentally fired guns. Eight killed, twenty wounded seriously. Back to Pearl Harbor for June and July. (While in port I directed community sings before movies each evening. Usually had over a thousand boys singing ballads, popular songs, spirituals, etc.) Moved to South Pacific for patrol duty. Had been out for 96 days without seeing land, when, on Oct. 26, 1942 our scouts spotted large Jap task force about same time Japs spotted Hornet task force. Attack groups from our force passed Jap attack groups and at the same time our bombers attacked the enemy ships we were attacked. The Hornet was hit by torpedoes launched by planes; bombs, and suicide planes. The Hornet was out of commission because of ruptured steam lines, and damage to the electrical system. Fires were put out by pulling buckets of water up from the ocean because with no electricity the pumps were no good. Two different cruisers were tied up to the Hornet by tremendous cables in an attempt to tow the ship from the area but each time another wave of Jap bombers would appear so the cables had to be cut to enable the cruisers to evade the attack. The first attack had been made on the Hornet about 9:30 A.M. After trying for many hours to repair damage and get the ship under way word was passed to abandon ship. 4P.M. The personnel went over the side down knotted lines to the water. Cruisers and destroyers were waiting to pick up the survivors. I had just gotten to a destroyer when a group of Jap bombers appeared. The ships got under way at once in order to dodge the attack. After the attack the ships returned to pick up the rest of the swimmers, (everyone who left the Hornet was pick-

ed up -- 200 were killed during the bombing and strafing attacks on the Hornet.) and put on board the Lurline, a luxury liner in peace time operated by Matson Lines, and left for the states. We were in San Diego within 13 days. Thirty days Survivor leave. Went to Washington where Penny met me at the station. Became engaged to her the first afternoon there. Went to Charlotte (after catching wrong train out of D.C.) for Christmas. Back to D.C. for few days then back to San Diego for further orders. Expected shore duty so was rather disappointed when orders read back to South Pacific to catch the Saratoga which was operatiog in same area where Hornet was sunk. While waiting for transportation to S.P., Penny flew to Dallas, Texas, from there to San Diego by train where after peculiar experiences (related in another story) we were married (Feb.7, 1943, a few hours after Jo Walker and Rogers Magee were married in Fredericksburg) Penny stayed a week in San Diego and then flew back to D.C. to her teaching job. We left in a few days for the Saratoga. While with the Sara she participated in raids on Guadalcanal, Raubul, the Marshalls, and several other engagements, but we did not see any enemy craft during the eleven months we were on the Sara. After the Marshall Island attacks the ship was ordered to Pearl Harbor to unload ammunition and then to return to San Francisco. After an 8 day leave, (during which time I met Penny in Denver and took her back to Calif. we were told that we were to be assigned shore duty after a 30 day leave. We went to Charlotte and then to Washington for the remainder of the leave, after which I went to San Diego for orders. We were sent to San Bruno, Calif. to a training station. Penny came out in March 1944, we bought a small house in San Mateo, (also a 1928 Chevrolet). Donny was born in San Mateo in October. Duty at the Base was very light (I became an expert ping pong player) and I was home every night. After the war I was discharged in Norfolk, Va. and came to N.C. to locate a teaching job. Hickory was the best location in sight so this is my fourth year as instrumental instructor in the city schools.

William T. Walker, I enjoyed observing the customs and habits of the inhabitants of the Various places where we were stationed. I especially enjoyed visiting my brother London who was in California the same time that I was.
It will be most interesting to read these various accounts.

Memorandum from Josephine Walker Magee, January 28, 1953:

"In answer to your inquiry about my good husband's (Chester Rogers Magee) activities in the service. He entered Quantico in October 1942 where he received the commission of 2nd Lt. In April of 1943 he was sent out with a Replacement Battalion to Samoa and on to New Caledonia. There he joined the III Amphibian Corp. (Originally known as the I Marine Amphibian Corp) and went to Guadalcanal He took part in the operations at Guam and Okinawa as Transport Quartermaster. Released from duty in December 1945. Probably his best story happened on Guadalcanal when he was officer in charge of maintaining the grounds.. and was carrying out the Colonel's order when he sent two sergeants to burn off the trash dump. Everything was under control until explosions begin occuring and continuing to occur. They realized too late that it was a Japanese mortar ammunition cache. The Motor Transport Depot was 100 yards away, the gasoline tank a ready target- Like mad they began moving trucks and jeeps from the scene and due to speed, sense and good fortune no one was injured - But for several hours the Marines definitely did not have the situation well in hand. Rogers is still surprised he was not called in on the carpet. At present Rogers has the title of Major in the Reserve and he goes to camp each summer at Little Creek, Virgi

C I T A T I O N S

Memorandum

22 January 1943

From: Commander C.L.Tyler, Assistant to the Director of Research & Development Division, Bureau of Ordinance

To: Captain L.W.McKeehan, Chief of Underwater Ordinance Section, Research & Development Division, Bureau of Ordnance

Subject: Report of Performance of Duty of William C. Chewning, Ensign E-V(G),U.S.N.R.

1. Ensign Chewning accompanied me on a trip to the Casablanca area during the period between November 18 and Deceamber 15, 1942, in the capacity of bomb disposal officer with particular instruction in major caliber projectile fuses. During this duty a number of 8-inch, 14-ince, and 16-inch fuses, as well as a number of 100-lb bomb fuses, were disassembled by this officer. His performance of duty during this special trip was in all respects excellent. He was courteous, willing, and very well informed in his specialty. In spite of his limited experience in the Navy he made a very excellent impression as a Naval officer.

(Signed) C.L.Tyler,
Commander, U.S.N.

STRIKE COMMAND HEADQUARTERS,
FIRST MARINE AIRCRAFT WING, FLEET MARINE FORCE,
c/o FLEET POSTOFFICE, SAN FRANCISCO, CALIF.

July 15, 1943.

From: The Commanding Officer,

To: The Commander, South Pacific Force and South Pacific Area.

Via: (1) The Commander Air, Solomon Islands.
(2) The Commander Aircraft, South Pacific Force.

Subject: Recommendation for Award, case of Lieutenant (jg) W.C.Chewning, USNR.

1. It is recommended that this officer be given an award for the distinguished services described in the following:

2. This officer has served as Bomb Disposal Officer at Henderson Field, Guadalcanal, from April 4, 1943 to date. During this period he has personally aided his staff in the digging up and disposal of 4 Japanese heavy bombs and 3 American bombs which had been dropped in the vicinity of the field, in addition to experience daily of removal of hand grenades, flares, incendiaries and other small types of bombs or ammunition. To cite one example this officer worked as a member of a crew removing a Japanese unexploded bomb which rested in over 10 feet of mud just off the south east end of the runway at Henderson Field, successfully removing this bomb and preventing possible explosion of it. With no thought at any time for his personal safety he worked long hours at a very hazardous task of bomb removal and has always demonstrated great keeness and personal enthusiasm in quickly arranging disposition of explosives which if not removed would have provided continuous hazard to our personnel or material.

3. The following is suggested citation for the award of the Legion of Merit (Degree of Legionnaire) to Lieutenant (jg) W.C.Chewning, USNR.

CITATION

"For outstanding and distinguished services while serving as Bomb Disposal Officer, Henderson Feild, Guadalcanal, from April 4 1943 to July 15, 1943. This officer has consistently displayed energy, enthusiasm and effective ability in his work, with no thought for his personal safety, that has set a high example for all those with whom he has come in contact. His conduct has at al times been in keeping with the highest traditions of the United States Naval Service."

C.F.SCHILT.

SOUTH PACIFIC FORCE
of the United States Pacific Fleet,
Headquarters of the Commander.

The Commander South Pacific Area and South Pacific Force takes pleasure in commending

LIEUTENANT (JUNIOR GRADE) W.C.CHEWNING, UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For meritorious devotion to duty while serving as Bomb Dsiposal Officer at an airfield on Guadalcanal, British Solomon Island during the period from April 4 to July 15, 1943. Lieutenan CHEWNING consistently displayed energy, enthusiasm and effective ability in his hazardous work. His complete disregard for personal safety set a high example for all those with whom he came in contact. His conduct was in keeping with the highest traditions of the United States Naval Service."

(Signed) W.F.HALSEY,
Admiral, U.S.Navy.

NAVY DEPARTMENT
Bureau of Ordnance 8 Nov. 1945.

From: The Chief of the Bureau of Ordnance
To: Lieutenant William C. Chewning, 119250, USNR
Subject: Performance of Duty- Commendation for.

1. This Bureau is informed that you are to be detached for release to inactive duty in the very near future. During your service in this Bureau since 24 January 1944 you have been detailed to the Research and Development Division.

2. In your capacity as head of the Bomb Fuse Unit of the Ammunition and Explosive Section of the Research and Development Division, you exercised foresight and initiative in planning and administering the development of various bomb fuses. Your keen interest and technical ability contributed greatly toward completing the development of various fuzes which proved to be of great value to the Fleet. In addition, you possessed a spirit of cooperation and a willingness to work which encouraged all with whom you associated to undertake their tasks with renewed vigor.

3. The Chief of the Bureau desires to express his appreciation for your contribution to the improvement of naval ammunition which has been effected during World War II, and commends you

for the outstanding professional ability and determined devotion to duty which you have consistantly demonstrated in the charge of your duties.

4. A copy of this commendation is being forwarded to the Chief of Naval Personnel for inclusion in your official record.

(Signed) G.F.HUSSEY, Jr.

CITATION FOR DISTINGUISHED SERVICE MEDAL
AWARDED BRIGADIER GENERAL EDWIN H. MARKS, USA
13 August 1945

"BRIGADIER GENERAL EDWIN H. MARKS, 0-2579, United States Army. For exceptionally meritious service in a position of great responsibility from May 1941 to June 1944. As Commanding General of Fort Belvoir, Virginia, General Marks, by able leadership, sound jedgment, personal example, and skillful planning and direction, succeeded in bringing the command to a superior plane of efficiency during a period of rapid military expansion. He displayed initiative, keen foresight, sound judgment, and administrative and executive ability in the treatment of many intricate and complicated problems and during the organization and later operation of a Center which trained many thousands of young men direct from civil life to fulfill important roles within the continental United States and the several theatres of operation. Under his supervision the Engineer School was expanded from a small peacetime plane to an institution which has trained over 19,000 officer candidates and thousands of Engineer officers and selected enlisted specialists of all components of the Army in the duties of the Corps of Engineers. Under the guidance of General Marks, the Engineer Board, whose three-fold purpose is developomnt, research and service, was augmented to a large organization of military and civilian technicians who have materially contributed to the prosecution of the war through development of technical equipment which has been adopted by the United States Army."

CITATION FOR LEGION OF MERIT.

Brigadier General Edwin H. Marks performed exceptionally meritious service as Division Engineer, Southwestern Division from June 1944 to September 1945. In this capacity, General Marks displayed initiative, keen foresight, sound judgment and executive ability in the treatment of the many intricate problems incident to the construction of munition plants, hospitals, airfields and other types of war projects, and the maintenance of posts, camps and stations already constructed within the Southwestern Division. His efforts were instrumental in overcoming many obstacles posed by labor and material shortages in connection with the Army Supply program.

HEADQUARTERS
98th EVACUATION HOSPITAL (SM)
APO #70 12 Feb. 1945.

GENERAL ORDERS)
)
NUMBER 7)

Extract-

Under the provisions of army regulations 600-45,as amended, a Purple Heart is awarded by the Commanding Officer, 98th Evacuation Hospital (Semi-Mobile), to the following named personnel:

No. 23. Technician Fifth Grade Irving H. Maxwell 35685402, Infantry, United States Army. For wounds received in action at Luzon, Philippine Islands, on 9 February 1945. Home address: Mr. Rudolph N. Maxwell, Sr (father), 4815 Ward Street, Cincinnati, Ohio.

By order of Col Banquer:

JOHN A MAC DONALD
CWO USA
Adjutant.

UNITED STATES MARINE CORPS
HEADQUARTERS
FLEET MARINE FORCE, PACIFIC
C/O FLEET POST OFFICE, SAN FRANCISCO

In the name of the President of the United States, the Commanding General, Fleet Marine Force, Pacific, takes pleasure in awarding the Bronze Star Medal to

CAPTAIN MARSHALL SMITH
UNITED STATES MARINE CORPS

for service as set forth in the following

CITATION:

"For meritorious achievement as Assistant Operations and Gunnery Officer of a Marine artillary regiment during the attack on PELELIU ISLAND, PALAU GROUP, from 15 September to 3 October, 1944. In the distribution of fire of six artillery battalions, employed in reinforcing, general and direct support missions for four regimental combat teams, each operating on a separate task, for a period of nineteen days of practically continuous firing, Captain SMITH displayed exceptionally meritorious skill, ability and judgment. By his brilliant technical efforts and untiring devotion to his task, he although wounded, contributed materially to the successful accomplishment of the artillary mission. His actions were in keeping with the highest traditions of the United States Naval Service."

(Signed) H.M.SMITH
Lieutenant General
U.S. Marine Corps.